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Substitute the following paragraph for the first full paragraph on page 9:

When the "4L" mode is active with a transmission setting of "D" or "OD", stored calibration table 3 is used by controller EC to provide an output shaft torque in dependence on the accelerator pedal position and the output shaft speed (rpm). When the "4L" mode is active with the transmission setting in any setting except "D", "OD", "P", and "N", stored table 4 is used by controller EC to provide an engine torque output in dependence on the accelerator pedal position and engine speed (rpm). Tables 2 and 4 are selected to provide for engine braking when the "4L" mode is active or inactive and the transmission selector is in any gear except "D", "OD", "P", and "N". Calibration table 3 differs from calibration table 1 in a manner to provide a change in output shaft torque versus position of the accelerator pedal that is more gradual than that provided by table 1; e.g. see Figures 2A and 2C. Use of table 3 when the "4L" mode is active renders the output shaft torque output less sensitive to accelerator pedal position to provide improved vehicle control and driver feel when the vehicle drive 14 is in the "4L" mode of operation, for example, over rough terrain.

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The paragraph substituted for the last full paragraph on page 8 marked up to show changes follows:

As is apparent from the Driver Demand Tables, for an automatic transmission, the stored calibration tables 1 and 3 are used by the controller EC to determine an output shaft torque value from accelerator pedal position input and the output shaft speed input. The output shaft torque is related by the transmission gear ratio and torque converter ratio as a multiplier to engine torque. The output shaft speed is sensed by rpm sensor 31. Vehicle speed is determined from the output shaft speed. The stored calibration tables [2] 1 and [4] 3 are used to determine an output shaft torque value from accelerator pedal position input and output shaft speed (rpm).

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The paragraph substituted for the first full paragraph on page 9 marked up to show changes follows:

When the "4L" mode is active with a transmission setting of "D" or "OD", stored calibration table 3 is used by controller EC to provide an output shaft torque in dependence on the accelerator pedal position and the output shaft speed (rpm). When the "4L" mode is active with the transmission setting in any setting except "D", "OD", "P", and "N", stored table 4 is used by controller EC to provide an engine torque output in dependence on the accelerator pedal position and engine speed (rpm). Tables 2 and 4 are selected to provide for engine braking when the "4L" mode is active or inactive and the transmission selector is in any gear except "D", "OD", "P", and "N". Calibration table 3 differs from calibration table 1 in a manner to provide a change in [engine] output shaft torque versus position of the accelerator pedal that is more gradual than that provided by table 1; e.g. see Figures 2A and 2C. Use of table 3 when the "4L" mode is active renders the [engine] output shaft torque output less sensitive to accelerator pedal position to provide improved vehicle control and driver feel when the vehicle drive 14 is in the "4L" mode of operation, for example, over rough terrain.